

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-05-12 MTB)

9 **MODIFYING AN ACCESS POINT ON UNSER BOULEVARD**
10 **AT COMMERCIAL DR.**
11

12 WHEREAS, Resolution UTPPB R-84-15 designated Unser Boulevard from Gun
13 Club Road to Northern Boulevard (Rio Rancho) as a high-capacity, high-speed limited
14 access principal arterial with access limited to approximately one-quarter mile at-grade
15 intersections; and

16 WHEREAS, Commercial Drive along the west side of Unser Blvd. is proposed as
17 an access to the proposed Spencer Commercial Development located at the southwest
18 corner of Southern Blvd. / Unser Blvd. as well as other future developments along
19 Commercial Dr., and this action is requested to acquire formal recognition of the
20 proposed intersection of Commercial Dr. / Unser Blvd.; and

21 WHEREAS, the intersection of Commercial Drive / Unser Blvd. is proposed as a
22 right-turn-in, right-turn-out, left-turn-in only intersection; and

23 WHEREAS, the City of Rio Rancho Public Infrastructure Department through a
24 full Traffic Impact Study and an Access Justification Study for the development of the

commercial property at the southwest corner of Southern Blvd. and Unser Blvd., has demonstrated a benefit to the operation of the adjacent transportation system; and

WHEREAS, more specifically, the proposed access would provide benefits to the operation of Unser Boulevard, especially to the signalized intersection of Southern Boulevard / Unser Boulevard, and would provide a benefit to the operation of the intersection of Southern Blvd. / Driveway "A" (Walmart Driveway "E"); and

WHEREAS, efforts will be made to ensure the proposed access will comply with all local transportation policies and plans; and

WHEREAS, the exact location of the access point will be determined by the existing alignment of Commercial Dr.; and

WHEREAS, it is the responsibility of the Metropolitan Transportation Board to affect any changes to the Long Range Roadway Plan for the Albuquerque Urban Area.

NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico that the Long Range Roadway Plan for the Albuquerque Urban Area is amended, as shown on Exhibit "A" and Exhibit "B", changing the access policy for Unser Boulevard to permit a right-turn-in, right-turn-out, left-turn-in access intersection at Commercial Drive / Unser Boulevard. The developer will construct the right-turn-in, right-turn-out, left-turn-in access intersection including median modifications. All final plans showing access will be approved by the City of Rio Rancho for the construction of the Intersection.

PASSED, APPROVED, AND ADOPTED this 25th day of August 2005 by the
Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council
of Governments of New Mexico.



E. Tim Cummins, Chair
Metropolitan Transportation Board






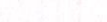
ATTEST:







Lawrence Rael
Executive Director

Existing Proposed

EXHIBIT "A"



-  Facility with HOV Potential
-  Limited Access Roadway
(see Addendum for additional information)
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Collector

Dashed lines indicate proposed alignments.

-  Grade Separation
-  Interchange
-  Grade Separation
-  Interchange

Rainbow

Location Study Corridor
(where proposed alignments have not been established but are under consideration)
Subarea
(where street network evaluation is in progress)

-  Existing Freeway
-  Existing-Not to Freeway Standard

Note: Freeways include I-25, I-40 and Paseo del Norte (Eagle Ranch to Louisiana)

NOTE: Major streets are classified according to their anticipated traffic service function, not by the size of the facility. Facilities shown as "Limited Access" have access limitations greater than normally would be anticipated. Subareas and Corridors are identified for the conduct of intensive systems planning and location studies. Facilities are shown as existing if they are officially platted with some right-of-way dedicated, not necessarily the amount needed. Right-of-way standards for streets classified by this map and more detailed information regarding the items noted above are contained in the "Addendum to the Long Range Roadway System for the Albuquerque Urban Area".

Northwest Loop

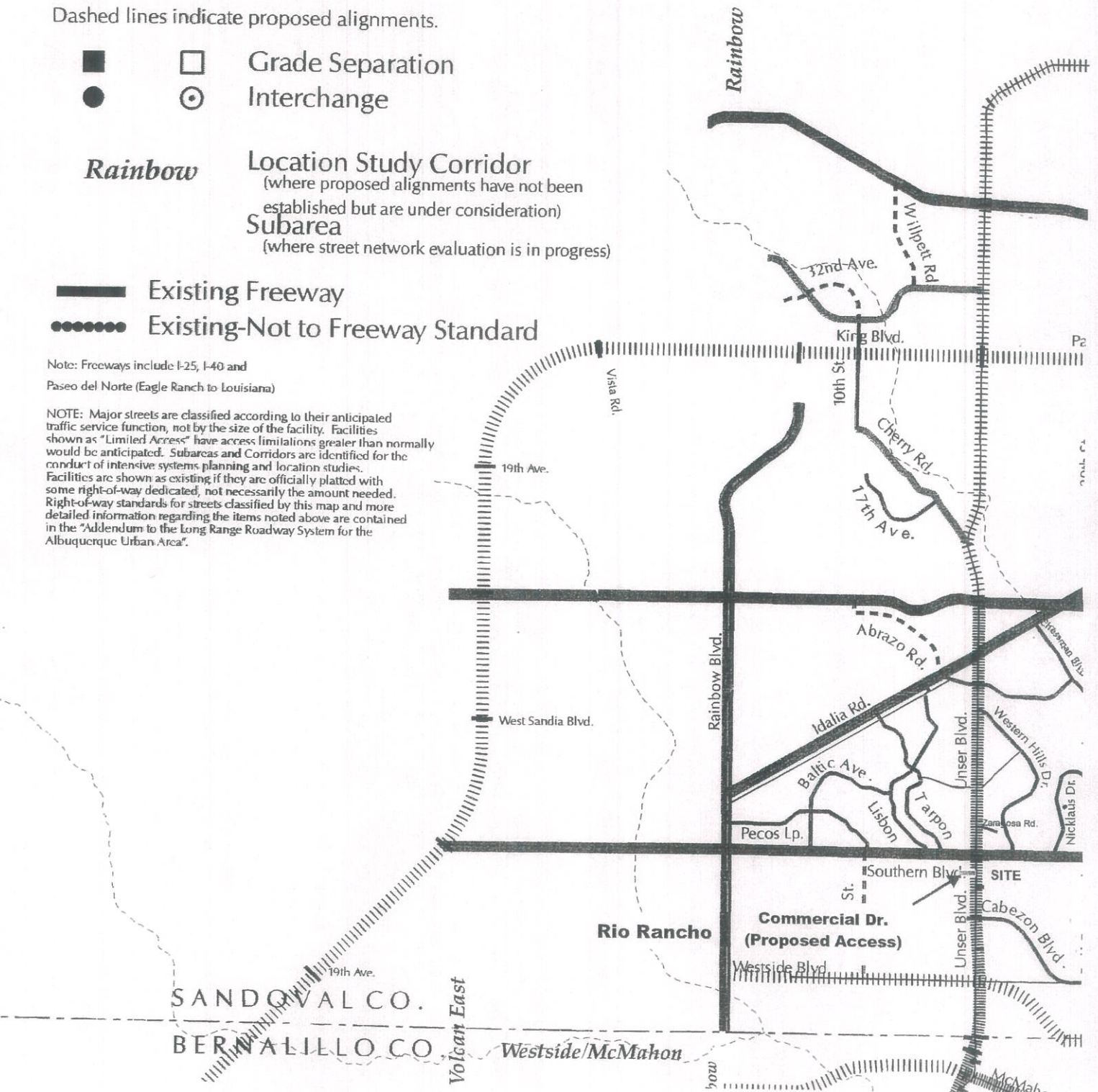
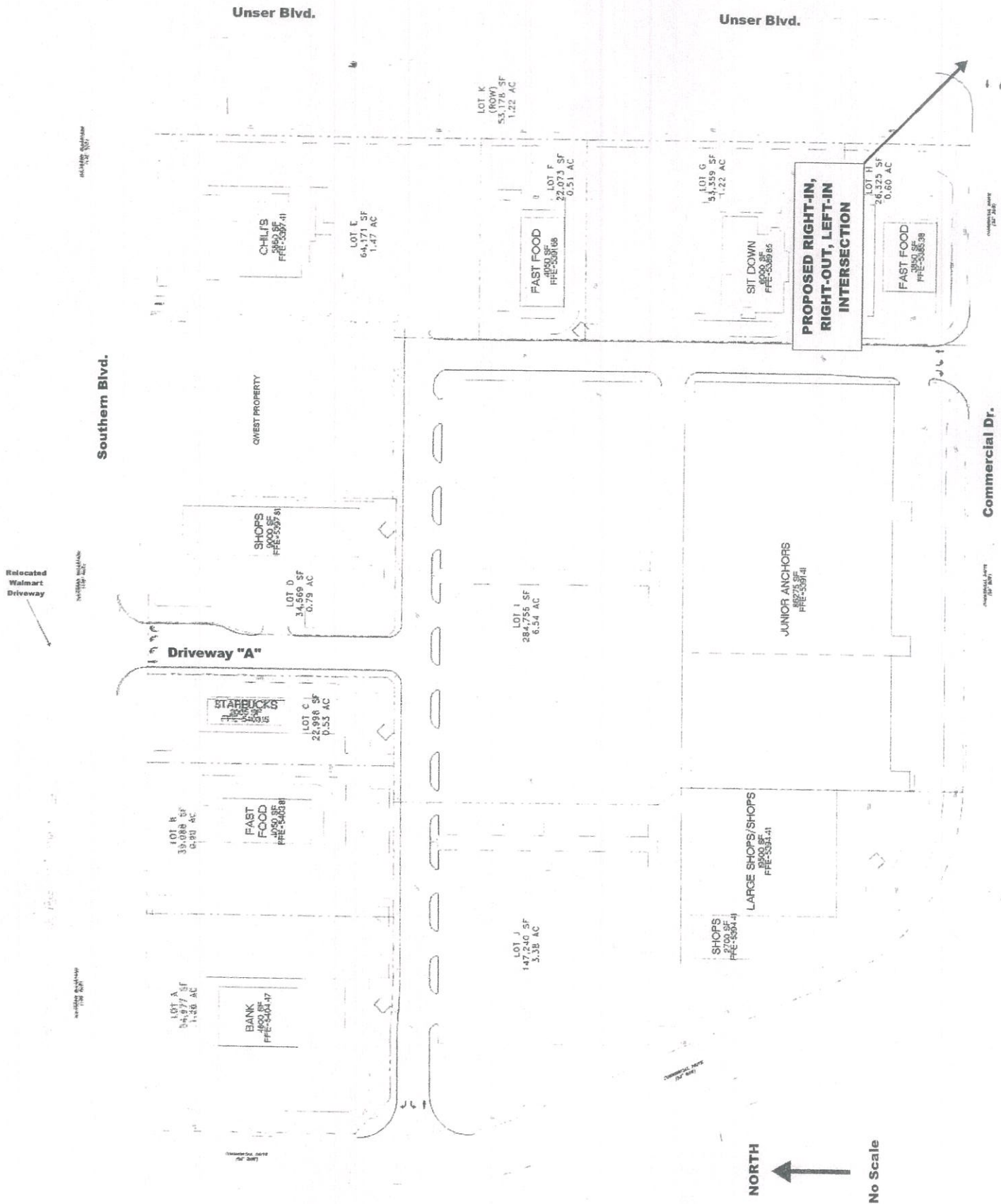


EXHIBIT "B"



Spencer Commercial Development (Southwest Corner of Southern Blvd. / Unser Blvd.)